

THROUGH THE SOUTH.

From Washington to Baltimore—Down the Chesapeake Bay.

Across Maryland and Carolina—Scenes by the Way.

Correspondence to the Bee.

HICKORY, Catawba Co., N. C., July 15, 1881.—To vary the monotony of railroading your correspondent departed from the usual route of travel south from Washington and proceeded to Baltimore, took the Baltimore, Richmond & York river steamship line for West Point, connecting at the latter place with a railroad for Richmond, only twenty-five miles distant, the water route being some 200 miles in length. The ride down Chesapeake bay is full of attractions, and especially to those of us who rarely see blue water. The harbor of Baltimore is quite spacious and has ample depth for the largest vessels. At this time every wharf was occupied and many large vessels were lying in the stream. We passed by the depot of the B. & O. railroad and immigrants were stepping from their steamers to the cars to be sent west on special trains. Large grain elevators are operated by the same company, and it will not be many years before Baltimore will prove a lively competitor to New York for our export and import trade. The city is mostly built upon hills, has many old-fashioned buildings, narrow sidewalks and cobblestone pavements. I do not think it a beautiful city as it is run, but there are in the newer portions many fine buildings and tasty public squares. Federal Hill stands at the head of the bay, and suggested to me the morning when the citizens of Baltimore woke up and saw the cannon planted there during the night, commanding the city. For twenty-one days the secession element had controlled the city, but by this sharp piece of work Ben Butler brought them to their senses. The hill is being gradually cut down for street and filling purposes. Fort M'Henry is passed some four miles down the bay, but the day of its usefulness is past. In stone walls would not stand the fire of a wooden iron-clad for an hour. An old ship over its half finished southern parapet furnishes the excuse and usually secures a small annual appropriation for some members interest. The bay has several fine summer resorts and excursion steamers and tugs are continually passing. To the right as the bay widens the dome of the state house at Annapolis and the trim, tant yards of the man-of-war "Santee," lying off the naval academy, stand sharply against the western sky. To the left as far as the eye can reach lies the famous eastern shore of Maryland, famous at least in the imagination of certain magazine contributors, as the home of the Maryland aristocracy, but as I learned it is poor, marsh-covered coast, with miserable ruins and poor fishing huts and only here and there a family of blue bloods. A late writer in Harper's speaks of an old fort on the eastern shore, with guns mounted and in a perfect state of preservation. My companion on the boat citing them said there was no sign of a fort and only four stray cannons, two of Revolutionary day and two of the Rebellion, lying half buried in the sand. During the war the bay was much used to run escaped rebel prisoners and southern sympathizers into Virginia. A regular line of relief parties extended from far inland to the borders of secession. Just as most of the passengers were turning in for the night one of the German Lloyd steamers came to anchor close by, waiting for a pilot. The boat was deep in the water and her decks crowded with immigrants. During the night the vessel held her course down and across the bay, and morning found her some miles up the York river. The shores are flat and covered with pine trees, negro cabins and now and then a more pretentious painted house of a white owner alone varied the landscape. The run to Richmond by rail is made in an hour. The road runs through that portion of ground fought over by General McClellan in the Peninsula campaign. Chickamauga swamp where through five days fighting so many men fell and died from fever is covered with a dense undergrowth which could not have existed at the time of the battle. Fair Oaks lies nearer the city and from here old earthworks begin to be numerous, mostly leveled by the elements, they are often hard to distinguish but now and then a continuous line can be traced for a long distance. The land itself, from the river to the city seems about as sterile and poor as possible, and is covered with pine trees and undergrowth. Passing by Richmond, which is reached for another letter, our route lay south over the Richmond & Danville R. R., now forming part of the Piedmont Air Line, one of the best equipped and furnished roads in the South. Over this Jefferson Davis made his escape and at Danville, where the train stops for supper, all track of him was lost. For nearly 100 miles south of Richmond the country is gently undulating, perhaps one-fourth as much so as the prairies of Nebraska. It is covered with the same class of trees as above Richmond and the undergrowth seems to have grown over once cultivated fields. I was told that the land was thoroughly exhausted, and it certainly appeared so. Corn was scattering and scarcely a foot in height, and often less. As the road crossed into Carolina the country seemed greatly improved; villages were larger and more frequent and plantation houses were of better build. The negro cabins were seen everywhere. A large chimney of mud and stone and a small shanty constitute its make-up. The race seems prolific enough and the younger generation more intelligent than its predecessors; at least more independent.

Greenboro, the Warrenton of Torgue's "A Fool's Errand," and Salisbury are passed. Both contain

about 3,000 inhabitants each, and since the war have held their own. Taking the Western North Carolina railroad I find myself in this village of 1,200 souls, built since the war, and containing several important interests to a country of this nature. It is located seventy-five miles west of Salisbury and under the shadows of the Blue Ridge mountain. But of these, and such other items, as may seem interesting another time. C.

FREMONT.

Improvements, Accidents and Incidents Communicated.

Special Correspondent of THE BEE.

FREMONT, Neb., July 20.—Fremont continues to increase and multiply, as is evident from the number of buildings which are in course of erection. Foremost among these is the residence of G. W. E. Dorsey, a conglomeration of various kinds of architecture, and with an elegant home in which to entertain the "stranger within one's gate." As a business block, the building of May Bros., if it fulfills the promise of its present proportions, bids fair to be one of the largest and handsomest edifices in the city, though reports has it that The Tribune building, which is to be commenced this week, will be the pride (in an architectural sense) of the prettiest town in the west.

A store by Messrs. Schurmann & Meyer is not by any means the smallest item in the city's building boom; and many other improvements, notably a steam laundry and bath rooms lately opened by the irrepressible, Gus Schrage, testify to the general desire to assume metropolitan airs. While thus providing for the living, the community have, of late, been too frequently called upon to mourn the loss of many whose young lives have suddenly terminated in the depths of a watery grave, the unusual number of accidents of this nature not only furnishing material for speculation upon the uncertainty of life, but causing a common expression of censure for carelessness, to be borne by "some person or persons unknown." Life, however, cannot be made up of mourning, and those who are sufficiently fortunate as to have escaped the regulation hundred years' wandering on the banks of the Lygion lake, and the many other "ills that flesh is heir to," must continue to prepare for a less lengthy perambulation of this world, or if prepared, plod life's weary way content. To the former, Dodge County Normal Institute opens its doors, and sixty or seventy aspiring (and perishing) teachers have hastened to avail themselves of the opportunity thus offered. The session promises to be of unusual interest, the best of instructors doing their utmost to induce interest, and render the exercises both pleasant and profitable.

Of the second class, the agricultural portion report small grain as much injured by excessive heat and the diligent husbandman, but expect a good crop, and in all other respects, a season somewhat above the average.

TROTTER HORSES.

Something About the Kentucky Who Invented Them.

From the Kansas City Mail. People are talking about the wonderful feat of this Kentucky bred mare in trotting a mile in 2:10 on a heavy track yesterday at Pittsburg, and most of them remember the time when 2:40 was generally considered the bottom limit of trotting speed. But very few of them know who originated the system of breeding and crossing which has brought about the wonderful change.

About the year 1845, Dr. Levi Herr emigrated from Lancaster, O., to Paris, Ky., and opened in an old hotel stable at the latter place a sort of veterinary hospital, combining a small livery business with his regular business of training, nicking and docking horses and treating them for all sorts of diseases and injuries. In his office hung a diploma showing that he was a graduate of a London college of veterinary surgery, and his skill and good judgment in everything pertaining to horse flesh soon made him one of the best known and most popular characters in the blue grass region. Ere long he was able to build a very fine and extensive stable. There were then no trotting horses in Kentucky, and he seemed to be the only man in the state that took an interest in fast trotting. As he became familiar with the qualities of the Kentucky thoroughbred horse, he began to impress upon others the idea that a judicious system of crossing the thoroughbred running horse of Kentucky with the northern trotter, would develop a trotting speed far faster than any on record, and he went to work to demonstrate the correctness of his theory. He visited Canada, New York and Vermont and bought trotting stock with which to begin experiments. Then he bought from Col. Ned Blackburn a thoroughbred Boston colt that has been inappreciated for the turf by an injury received in training. From this beginning he soon had a lot of yearlings of the new cross in training, and other suits enlisted Alexandria and other wealthy breeders in a similar system of breeding. Dr. Herr afterwards bought a stud farm near Lexington, and followed up his system with a success attested by his frequent sales of yearlings at \$10,000. We have no list of his sales in the last ten years, but it must be very long and foot up a large sum.

Maud S is one of the many of the many distinguished products of Dr. Herr's theory, and he is the originator of the movement which has made the blue grass region as famous for its trotters as for its runners. When he began there were no trotters in Kentucky, and hardly any one there had any fancy for fast trotters. Now, almost every blue grass farm has its trotting track and dozens of trotting colts sold at fancy prices.

THE TRAIN ROBBERS.

Further Particulars of the Weston Tragedy—Incidents and Opinions Regarding the Affair.

The robbery of the Chicago & Rock Island train at Winston and the murders which accompanied them continue subjects of interest. The country has been scoured in every direction, but so far as known not one of the gang has been overtaken by justice. The citizens of Davison county are said to have taken but little interest in capturing the murderers, who were making all speed, mounted on fleet horses, for the hills and timber of Clay and Jackson counties, the old home of the James boys, and home of Quantrell's gang during the war.

Moses A. Lowe, the attorney of the company, says the robbery was committed by Jesse James, Frank James, Jim Cummings, Ed Miller, Poke Wells, a man named Palmer, a brother-in-law of the James, and their half brother named Samuel.

It is believed the parties met and planned the robbery in the territory between Hall's station and Afton, and that all their movements were from that point. Poke Wells and two men, said at the time to have been Tom Norris and Jesse James, were seen together in that vicinity. Poke in his letter published in the Herald a few days since, acknowledged being there at the time stated, but claimed the men who were with him were neither James or Norris, but equal to Jesse James in all respects. It is supposed the gang, after preparing for the robbery, divided up and went off on various lines that run to Cameron from St. Joseph, Afton, Leavenworth and Kansas City, and all of which reach Cameron within a short time of each other.

The best of horses, well gaunted, were tied in the timber for their near Dog creek, where the train was stopped for the robbery, and on these horses the robbers, divided up and went off on various lines that run to Cameron from St. Joseph, Afton, Leavenworth and Kansas City, and all of which reach Cameron within a short time of each other.

Westfall was some five years ago on the train that brought a number of Pinkerton's so-called detectives to Kearney, where they raided the James stronghold and threw a hand-grenade into the house of the James boys, blowing an arm off their mother, now Mrs. Samuels, and killing her little son. It is said the James boys swore to kill every man who was on that train, and it is said Frank James was the man who fired the shot that killed Westfall. Again, Westfall was known to be a cool, brave man, and to be armed, and that he would protect his passengers and the property on the train against any odds. When he started for the baggage and express car where the robbery was underway, it became necessary to their plans to get the drop on him and dispose of him at once.

McMillen was shot almost in the center of the forehead, a little over the left eye. When he fell from the train his skull was badly crushed. His body was taken to Wilton Junction yesterday morning for interment, after laying through the night at the Valley house, at Winston.

The funeral of Westfall took place at Plattsburg Sunday morning at 9:30. Notwithstanding the intense heat, a large number of Plattsburg citizens were present at the service, and the procession was the largest seen in that city for a long time. Eld. G. W. Longan conducted the funeral services.

His invalid wife was almost distracted. The news was conveyed to her on Friday night, since which time she has been completely prostrated. There are three children in the family—two boys, the eldest aged twelve, and one little girl. The family is left very well provided for; there was a sum of \$2000 on his line with the United Workmen, making a same amount with the Conductor's Brotherhood; besides, he leaves a nice residence in Plattsburg, and considerable money—about \$2000, it is said.

The pursuit was abandoned on Sunday by all the parties except one with Sheriff Timberlake, of Clay county. Timberlake knows the old time haunts of the outlaws, having been, it is reported, one of Quantrell's force during the war.

In the meantime the reward of \$5,000 for the gang, or a proportionate amount for each one is not enough to make the capture of the outlaws after the first excitement is over, an object any capable man will deem sufficient to risk his life to obtain. If the reward was raised to reach \$50,000 by the railroad express companies and the state combined, the outlaws would be captured and brought to justice, but few men will care to put themselves in the way of almost certain death to obtain a few hundred dollars at the end of all the laws delays and the trial and conviction of the criminals.

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B. Gibbs, of Buffalo, N. Y., writes: "Your Burdick Blood Bitters, in chronic diseases of the blood, liver, and kidneys, have been signally marked with success. I have used them with best results, for torpidity of the liver, and in case of a friend of mine suffering from dropsy, the effect was marvellous."

Bruce Turner, Rochester, N. Y., writes: "I have been subject to serious disorder of the kidneys, and unable to attend to business; Burdick Blood Bitters relieved me before half a bottle was used. I feel confident that they will entirely cure me."

E. Asenith Hall, Binghamton, N. Y., writes: "I suffered with a dull pain through my left lung and shoulder. Lost my spirits, appetite and color, and could not do my usual work all day. Took your Burdick Blood Bitters as directed, and have felt no pain since first week after using them."

Mr. Noah Bates, Elmira, N. Y., writes: "About four years ago I had an attack of bilious fever, and never fully recovered. My digestive organs were so weakened, and I would be completely prostrated for days. After using two bottles of your Burdick Blood Bitters the improvement was so visible that I was astonished. I can now, though 61 years of age, do a fair and reasonable day's work."

C. Blackett Robinson, proprietor of The Canada Printing, Toronto, Ont., writes: "For years I suffered greatly from recurring headache, and used your Burdick Blood Bitters with happiest results, and I now find myself in better health than for years past."

Mrs. Wallace, Buffalo, N. Y., writes: "I have used Burdick Blood Bitters for nervous and bilious headaches, and can recommend it to anyone suffering from biliousness."

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LEGAL NOTICE. In the Circuit Court of the United States, for the District of Nebraska. A motion of the Circuit Court of the United States, for the District of Nebraska, continued and held pursuant to adjournment, at the United States court room in the city of Omaha, on the 15th day of June, 1881, the Hon. Elmer S. Dundy being present and presiding in said court, the following among other proceedings were had and done, to-wit:

No. 63 G. Sherman W. Knevels, complainant, vs. Edward Hill, Melvin Hill, Agnes Hill, Alvin Hill, Flora Hill, John Hill, guardian of minor defendants. In chancery. Order on absent defendants.

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